

INTIMATIONS

S. Moutrie & Co., Ltd.

PIANOS

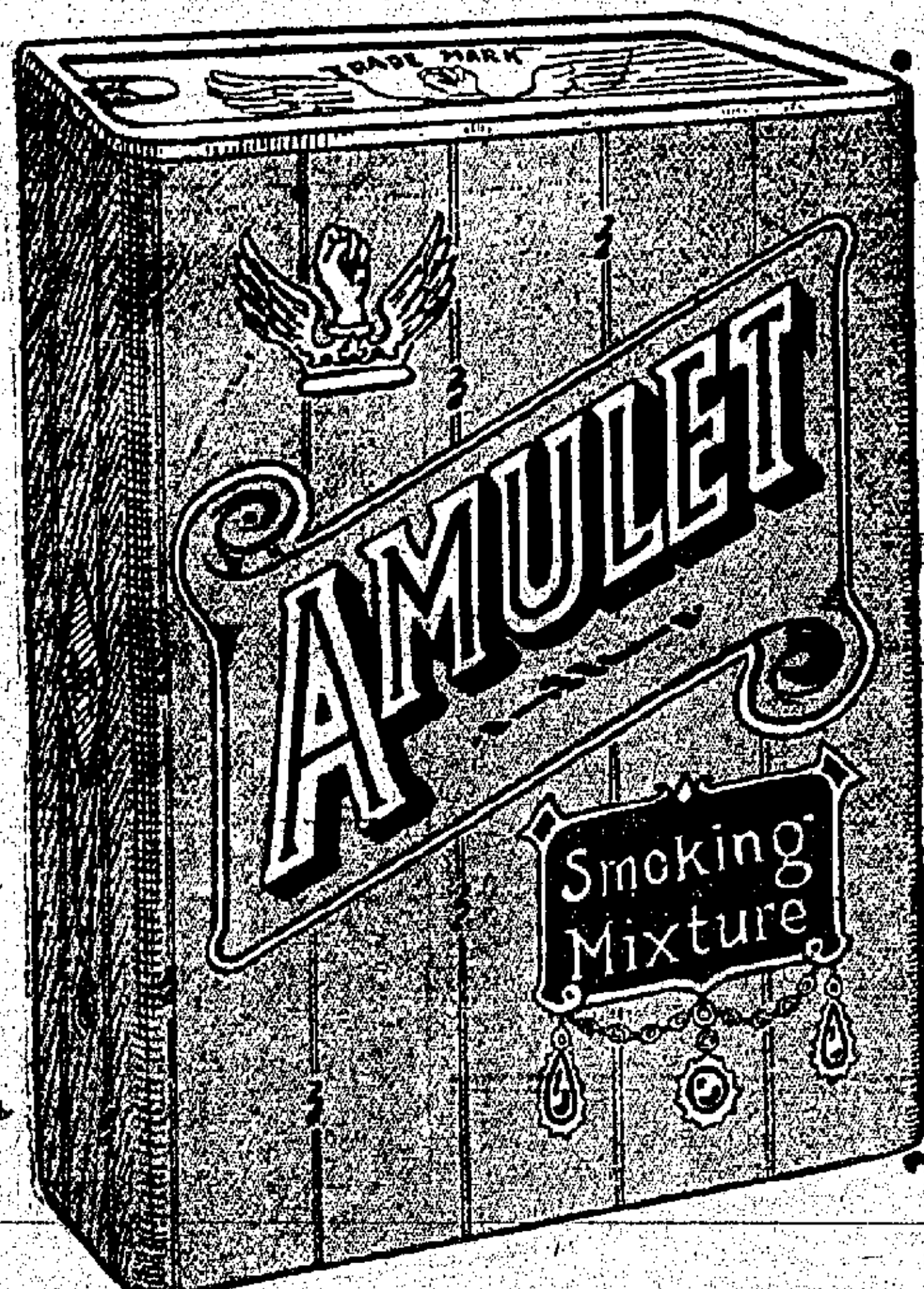
ON

HIRE

FROM

\$10 Per MONTH.
**TUNING AND REGULAR ATTENTION
INCLUSIVE.**
**THE BEST TOBACCO YOU CAN GET
IS THAT OLD FAVOURITE "AMULET."**

A SHIPMENT HAS JUST ARRIVED.


\$1.10
for
4 ozs.

\$1.10
for
4 ozs.

WESTMINSTER TOBACCO CO., LTD.

Hongkong, 11th May, 1916.

BEER!


ASAHI!
SAPPORO!


OBTAINABLE EVERYWHERE.

SOLE AGENTS:

**MITSU BUSSAN KAISHA
HONGKONG.**

ICE HOUSE STREET. TEL. 230-155.

109

FRENCH LESSONS

G. MOUSSION.

15, MOARSDON HILL ROAD.

67

SECURITY OF COLONIES

AN ORDER-IN-COUNCIL.

The Gazette contains the following notifications:—

Whereas by an Order-in-Council, dated the 20th day of October, 1896 (hereinafter referred to as the Principal Order), Her Majesty Queen Victoria was pleased to make provision for the security of the Colonies mentioned in the Schedule to that Order in times of emergency; and whereas the Principal Order was, by Orders-in-Council dated the 14th day of October, 1913, and the 20th day of Aug., 1914, amended by the insertion in the Schedule thereto of certain other Colonies; and whereas it is expedient to amend the Principal Order in manner hereinafter appearing; now, therefore His Majesty is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1.—This Order shall be construed and read as one with the Principal Order, and shall apply to and have effect in all or any of the Colonies specified in the Schedule to the Principal Order, or added thereto by the Orders-in-Council dated the 14th day of October, 1913, and the 20th day of August, 1914, or by any future Order-in-Council, and shall come into operation in each such Colony on the Principal Order being proclaimed therein by the Governor, and shall continue in operation therein until the Governor shall by Proclamation declare that the Principal Order shall cease to be in operation therein.

2.—In this Order the words "The Colony" mean any Colony specified in the Schedule to the Principal Order, or added thereto by the Orders-in-Council dated the 14th day of October, 1913, and the 20th day of August, 1914, or by any future Order-in-Council, and its Dependencies; and the term "Governor" means the person for the time being administering the Government of the Colony.

3.—So long as the Principal Order shall be in operation in any Colony, for sub-clause 1 of Clause III. of the Principal Order the following provisions shall be substituted:—

III.—1. (A). The Governor may make Regulations for securing the public safety and the defence of the Colony, and as to the powers and duties for that purpose of the Governor and the Officers of any of His Majesty's naval or military forces, and other persons acting in their behalf, and in particular may by such Regulations make provision with regard to all matters coming within the classes of subjects hereinafter enumerated, that is to say:—

I. Censorship, and the control and suppression of publications, writings, maps, plans, photographs, communications and means of communication;

II. Arrest, detention, exclusion, and deportation;

III. Control of the harbours, ports, and territorial waters of the Colony, and the movements of vessels;

IV. Transportation by land, air, or water, and the control of the transport of persons and things;

V. Trading, exportation, importation, production, and manufacture;

VI. Appropriation, control, forfeiture, and disposition of property, and of the use thereof;

and may by such Regulations authorize the trial by Courts-Martial or Civil Courts, or in the case of minor offences by Courts of Summary Jurisdiction, of persons committing offences against the Regulations, and the infliction by such Civil Courts of the following punishments, that is to say:—

(a.) In the case of Courts of Summary Jurisdiction, imprisonment with or without hard labour for a term not exceeding six months, or a fine not exceeding £100, or both such imprisonment and fine; and

(b.) In the case of Civil Courts, penal servitude for life or any less punishment, or, in the case of offences where intention of assisting the enemy is proved, death or any less punishment.

(c.) For the purpose of the trial of a person for an offence against such Regulations by Court-Martial and the punishment thereof, the person may be proceeded against and dealt with as if he were a person subject to military law and has on active service committed an offence under Section 5 of the Army Act.

Provided that where it is proved that the offence is committed with the intention of assisting the enemy a person convicted of such an offence by a Court-Martial shall be liable to suffer death.

(d.) Any provision of any law of the Colony which may be inconsistent with any Regulation made by the Governor and of no effect during the continuance of such Regulation.

4.—The Governor may, if he thinks fit, delegate to the naval or military authorities in the Colony any of his powers under the Principal Order.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, May 3rd.

THE SITUATION.

Donbless the whole of China has its eyes turned towards Peking in order to watch developments affecting the future of the country, occasional glances being directed to Canton and Shanghai; but day follows day and nothing seems to happen. What is going on within the higher Councils of the nation no one can tell. The situation in Peking is absolutely baffling.

Conferences are held almost daily, and innumerable telegrams are being exchanged, but as to actual results nothing can be reported. Inferences, however, can be drawn. The fact that the South-easterners have not yet determined upon a leader among themselves is significant. This suggests the absence of a nominee to succeed Yuan Shih-kai. When it is remembered that General Feng Kuo-chang does not object to Yuan remaining as President it will be conceded that circumstantial evidence supports the belief that the situation will be "solved" with no change in the personnel of the Chief Executive. On the other hand, there is a growing belief that His Excellency may ask for "leave of absence" in order to assist the solution, or, as some Chinese express it, so as to prove to the people that he is repentant. Such anticipation provides for only a temporary retirement. While I was assured to-day by more than one man "in the know," the last influential individual whom I met declared that Yuan would be out of office within a week and his place taken by Li Yuan-hung.

From such conflicting advice what is a correspondent to extract as the truth, the whole truth, and nothing but the truth? Within the precincts of Pei Hai there is nothing to indicate that the sons of Yuan Shih-kai and their families are preparing for residence elsewhere. Their studies and their recreations are proceeding as usual. The old gentleman himself, is not too busy to refrain from taking an interest in new films for the cinematograph machine which he bought some two years ago.

Sensational news items and significant hints appear daily in the Press. The latest is with regard to the Cabinet Conference on Monday, at which arrangements were made for an important change to take place very shortly. Only one interpretation could be placed upon this announcement, and, needless to say, it was made. In conjunction with this, however, should be read the statement attributed to Yuan Shih-kai that he has placed the settlement of the situation entirely in the hands of Tuan Chi-jui, Li Yuan-hung and Hsu Hsi-chang, and, as these men support Yuan as President, it is difficult to imagine them agreeing to demands which embody the elimination of Yuan. Still, one never knows.

Perhaps the most interesting feature of the week is the decision of the Cabinet to prepare for the convening of Parliament in August next. As has been pointed out before, the Revolution of 1911 retarded the constitutional government contemplated by the Manchus, and the Revolution of 1916 has in like manner retarded the constitutional government contemplated under the monarchial regime to be introduced by Yuan Shih-kai.

The Peking British Volunteers have been introduced to the new adjutant, Lt. Willis, who stated that he was favourably impressed with the efficiency of the company. The new method of forming four is provoking much discussion among the old soldiers, who disapprove of such innovations.

The Volunteers had a route march on Saturday with the Indian troops, but the hot day and the winter uniform made the outing something of an ordeal for many who were not "in form." However, this should not affect the work of the company, which has commenced in real earnest this month.

While on this subject I should remark that an interesting letter appeared in the Peking Gazette this week suggesting the formation of a Chinese Volunteer movement. There is no reason why this should not be taken up when the Government has some money. At present it has none.

PREMIUM BONDS.

The second drawing of the premium bonds of the Hsin Hua Saving Bank last week provided all the excitement of a little gamble for the many who have invested in these bonds. None of the big prizes came to Peking.

EXCHANGE GROWLS.

Donbless you hear them in Hongkong also. Sterling salaries men or men who receive payments from home are indulging in all kinds of remarks concerning the trick that exchange has played upon them. One man who held on to drafts when the pound was worth twelve dollars or more has been forced to cash with this pound worth little more than eight. He does not blame himself, of course.

PERSONAL.

Foreign circles have been interested in the wedding of Mlle. Padoux, the charming daughter of a French financial adviser to the Chinese Government, and M. Berthier, director of the Banque Industrielle.

The event took place on Tuesday, the civil ceremony being performed in the French Consulate by His Excellency M. Conty.

are in mourning the wedding was of a very quiet nature.

Preparations for the summer exodus have already commenced. Temples and houses on the Western Hills seem to be as much in demand as ever, while the seaside resorts promise to be even better patronised than last season.

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SHIPPING NOTES.

HONGKONG DECLARED A SUSPECTED PORT BY SIAM.

The Colonial Secretary informs us that information has been received from the British Consul-General at Bangkok that the Government of Siam has declared Hongkong to be a suspected port on account of small-pox. All vessels leaving Hongkong for Siam after May 11th must call at Kontra to be examined.

NEW SHIPPING REGULATIONS.

It is notified in the Hongkong Government Gazette that all homeward-bound ships using the Suez Canal, which sail from this Colony on or after June 1st, will be required before the ship receives her pass to produce their manifest and copies of the bills-of-lading of all cargo for Europe at the office of the Superintendent of Imports and Exports in time for the manifest and bills-of-lading to be checked against the export permits. A separate manifest must be used for all such cargo exported from the Colony to Europe, and the number of the export permit must be entered against each item.

SHIPOWNERS' PROFITS.

That the neutral shipowner is skinning rich cream from the British market is not to be questioned, says a home paper, and it is only natural the British owner should object. The neutral, however, is not getting all the cream, as a glance at the shipping companies' financial reports shows. Notwithstanding the 50 per cent. tax on war profits, the heavy working expenses and the inability to take full advantage of the market through the menace of being requisitioned, British owners are doing very well indeed. Handsome dividends are being paid, and large sums are being added to reserves. Taking the industry as a whole, a very cheerful view is taken for the future. In fact, the general belief is that excellent conditions will rule in the ocean-carrying trade for many years after the war is ended.

DEVELOPMENT IN SIAM.

GROWING USES AND POSSIBILITIES OF THE RAILWAY.

The worst part of the journey to Pitsanuloke is the long dreary stretch north from Paknamphong. For several hours the train passes through a level monotonous plain, at certain seasons of the year inundated and at others covered with waving elephant grass, says the Bangkok Times. This section of the Northern Line has hitherto been regarded as poor and not likely to pay. It is, therefore, of interest to record that slowly and surely the traffic returns are improving. The extension of the gardens around Pichit and in the vicinity of Pitsanuloke itself have helped slightly, but here, as elsewhere in the country, the real wealth lies in rice. Paddy traffic is now becoming an increasingly important part in the receipts of this section. The number of sheds for the storage of paddy is growing steadily and at the present time one sees great heaps of grain at many of the wayside stations. This paddy is brought from the lands at the foot of the hills on the eastern side of the line.

Before the coming of the railway no doubt a certain amount of the crop from these regions found its way to Bangkok by river, but not much. That the trade is now more important and likely to become bigger is due, first, to the presence of the railway and, secondly, to the Chinese. The paddy is brought to the railway godown by the farmer. There it is received by the agent of the Chinese firm in Bangkok. A telegram from Bangkok, stating the price ruling here is despatched, and in the three days the paddy is in Bangkok. This was impossible in pre-railway days when the farmer knew nothing of Bangkok prices and only allowed his produce to go to Bangkok by the slow water journey, when he had failed to dispose of it locally. Under these circumstances he cultivated but little for export. Now it is being understood that there is a market for all he can produce on the railway, more land is being put under cultivation. The price obtained doubtless allows for a generous middleman's profit (in this case going into Chinese pockets), but it must also be sufficiently attractive to the farmer or he would not worry to cultivate more land. If the middlemen were Siamese, or still better, if co-operative societies were formed for the purpose, the full results of this development would remain in the country, but as it is only some proportion does remain in the country which produced it.

Another point worth noting is that paddy is now being sent from Phrae and district to Bangkok by the railway. This is the more interesting as Monthon Bayap, or at any rate those portions of which Phrae and Lampang are the centres, have in past years known what it means to be short of paddy, and to have to import to feed the people from Chienmai and Bangkok. In the three years that have elapsed since the railway has brought lower Siam so much nearer in point of time to Phrae, the possibilities of the agricultural districts around have become better known. Later on when the branch railway taps the still larger Chienmai plain and the main line the Chienmai plain, the goods traffic from places north of Paknamphong will assume considerable dimensions.

The railway now taps the forest areas. Will the railway do for the Siam forests? Large quantities of teak timber are carried by the Burma railway and for much farther distances than will be the case in this country.

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FREIGHT MARKET.

Messrs. Snowman & Co., in their freight circular, dated Hongkong, 13th May, state:—

Since our last report of 29th ult., as anticipated chartering business has practically come to a standstill, the cause of which is entirely due to the political unrest in China and the fact that no settlement has yet been arrived at between the different parties, and the outlook for the next fortnight seems anything but promising.

During the interval only a couple of fixtures have been effected in the direction Saigon-Hongkong, a regular liner early in the fortnight accepting 62 cents, which was followed shortly after by another vessel accepting 55 cents, whereas, only a couple of days ago, a fixture was put through at 80 cents for end of May loading and another for very prompt at 50 cents per picul. At the time of writing there is no special demand for anything like prompt loading, but business could probably be brought about for end of May loading at 55 cents per picul, at which rate charterers would probably be tempted to consider a medium-sized vessel.

Export of rice from Saigon from the 1st of January to 17th of April amounts to 304,538 tons as compared with 232,531 tons for the same period last year. From the 7th March to 17th April the amount of rice exported from Saigon to Hongkong totalled 115,449 tons.

Saigon-Java.—The prohibition on exports from Saigon having been raised, it is likely that a move will be made in this direction in the near future.

Saigon-Philippines.—There is nothing doing for prompt tonnage, and a Philippine-owned steamer offering for early June loading, at 85 cents only, has so far not been placed.

Bangkok.—This is the only market still giving vessels on the regular run remunerative business—the rate after some fluctuation at present again stands at \$1 to 93 cents for loading inside/outside the bar respectively.

Outside tonnage has been enquired for leading to a fixture on lumpsum basis, and there is a possibility of placing further outside vessels, with passengers' licence, for a round trip Hongkong-Swallow or Hoihow-Bangkok-Hongkong.

Newchwang-Canton.—No business could be concluded in this direction, also, for the same reason as mentioned above.

Coal Freight.—In consequence of heavy stocks locally, no tonnage is wanted and, after charterers have been offering \$7.50 per ton for a medium-sized vessel, nothing better than \$7 per ton is now quoted.

Fixtures reported.—Hongay-Palo Brani and Ponnang, Port Courbet, Swatow, P.T. and Hongay-Hongkong \$6.50 per ton.

Sail Tonnage Loading or to Load—Nil.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

NOTICE.

1.—The following extract from orders by Chief Engineer, China Command, is published for information:—
"Electrician No. 1841 Sapper Brown, C.W., is raised to the 'Proficient' rate of Engineer pay with effect from the 4th May, 1916."

JOINED.

2.—Private A. Kinross, having joined, is allotted Corps No. 3001 and posted to Engineer Company.

PARADES.

3.—Parades for to-day.
7 to 8 a.m.—Signalling Section "C" Class at Headquarters.
6 p.m.—Scouts Co., No. 4 Section: Squad Drill and Skirmishing on Cricket Ground.

DETAILS.

4.—Next for duty: No. 2 Section Artillery.
Battalion.
Orderly Officer till 18th inst.: Lieut. Weall.

A. F. CHURCHILL, Capt.

Adjutant, H.K.V.O.

HONGKONG POLICE RESERVE.

POLICE RESERVE BAND.

The following donations to the Band Fund, received by Chief Inspector d'Almada, are gratefully acknowledged:—
Messrs. Ho Fook, \$500; Chan Kai Mang, \$100; Ho Kan Tong, \$100; Lin Kam Wa, \$50; Lo Cheung Shui, \$50; Chan Siu Ki, \$50; the Hon. Mr. Lau Chu Pak, \$50; Lum Ding Mun, \$50; J. L. Alves, \$50; Botelho Bros., \$50; De Sousa & Co., \$50.

MOUNTED PATROLS.

All ranks will report at Stables at 6.20 p.m. on Tuesday, May 16th, and Thursday, May 16th. Regular patrols for May 16th, 17th, and 18th are cancelled.

EQUIPMENT BOARD.

All ranks are required to attend in White Uniform, with shoulder pads, helmets and spikes.
They need not produce blue uniform or blue shoulder pads.

They need not produce any white uniform other than that in which they appear before the Board.
Except as above, every man of what ever rank will produce every single article of equipment which he possesses, whether issued by Government or privately purchased.

Men on patrol duty will not attend with their Sections, but will be warned to attend with "details" at a later date.

F. C. JENKIN.

D.S.P. (B.)

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NEW ADVERTISEMENTS

WANTED.

TENDERS are invited until May 17th, 1916, for Salvage of Cargo now on the S.S. "CHIYO MARU" stranded on Lemna Island.

Conditions of Tender may be had from the Undersigned.

K. DOI,
Acting Agent,
TOYO KISEN KAISHA.
Hongkong, 15th May, 1916. [697]

HAMBURG-AMERIKA LINIE,
G. FRIEN,
HILL BERGDAHL & CO.,
F. LORRIA
(In Liquidation).

CREDITORS are required to send in their Claims against the above to the Undersigned, No. 5, Queen's Road Central, on or before WEDNESDAY, the 31st May, 1916.

Dated the 12th May, 1916.
J. HENNESSEY SETH, A.S.A.,
Liquidator. [698]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares for the year ending 30th June, 1916.

THE Board have declared an INTERIM DIVIDEND of One Shilling per Share free of Income Tax for the year ending 30th June, 1916, Holders of Bearer Shares and Holders of Dividend Warrants received from London on account of Registered Shares will be paid their Dividend on presenting No. 7 Coupon of the Bearer Shares, and Dividend Warrants on Registered Shares to any of the following Banks at Shanghai or Tientsin:

THE HONGKONG AND SHANGHAI BANKING CORPORATION,
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
THE RUSSO-ASIATIC BANK,
THE BANQUE BELGE POUR L'ETRANGER.

The payment will be made in either Dollars or Taels as the holder may wish at the buying rate of Exchange of the day.

GENERAL MANAGER,
KAILAN MINING ADMINISTRATION.
Hongkong, 15th May, 1916. [699]

GREAT SUCCESS!

THEATRE ROYAL.

HONGKONG.

TO-NIGHT! TO-NIGHT!!

A COMPLETE CHANGE OF PROGRAMME.

FOR A SHORT SEASON ONLY.

THE HUMPHREY BISHOP

LONDON STAR COY.

Present a

CONCERT-REVUE

INCLUDING

THE FAMOUS WEDGWOOD CLASSICS.

Direct from the London Palladium.

Under the Distinguished Patronage of H.E. The Governor, Sir F. H. MAY, K.C.M.G.

Booking at MOUTRIES.

PRICES AS USUAL.

Hongkong, 15th May, 1916. [654]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date, Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. P. HAY will perform the duties of the General Manager and Sign per Procuration.

By Order of the Board of Directors,
P. H. HOLYOAK,
Chairman.
Hongkong, 12th May, 1916. [693]

PUBLIC COMPANIES

WILLIAM POWELL, LTD.

NOTICE IS HEREBY GIVEN that the FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices on WEDNESDAY, the 17th May, 1916, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and Statement of Accounts to the 29th February, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th May to the 17th May, both days inclusive.

By Order,
H. O. HOLT,
Secretary. [681]

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on SATURDAY, the 20th May, 1916, at 12 o'clock Noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 20th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents. [640]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th May to the 22nd May, 1916, both days inclusive.

THE CHINA-BORNEO Co., Ltd.,
W. G. DARBY,
General Manager. [658]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hongkong Hotel, Hongkong, on TUESDAY, the 23rd May, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th instant to the 26th instant, both days inclusive.

PEAK TRAMWAYS COMPANY, LTD.,
JOHN D. HUMPHREYS & SON,
General Managers. [694]

IN THE MATTER OF THE COMPANIES' ORDINANCES 1911 AND 1913.

AND

IN THE MATTER OF THE CHINA & MANILA STEAMSHIP CO., LTD.

(In Liquidation).

NOTICE IS HEREBY GIVEN in pursuance of Section 188 of the Companies' Ordinance 1911 that the FINAL WINDING-UP MEETING of the above-named Company will be held at the Offices of the Liquidators, St. George's Building, Chater Road, in the Colony of Hongkong, on MONDAY, the 22nd May, 1916, at NOON, for the purpose of having the account of the Liquidators shown to the meeting in which the winding-up has been conducted and the Property of the Company disposed of, laid before such Meeting and hearing any explanation that may be given by the Liquidators.

Dated 29th April, 1916.
SHEWAN, TOMES & Co.,
Liquidators. [602]

BOARD AND RESIDENCE.

IN Large House; convenient situation, good outlook. Comfortable rooms, excellent cuisine. Moderate terms.

Apply—
"C. M."
Care of "Daily Press" Office.
Hongkong, 13th May, 1916. [696]

TO LET.

FURNISHED, a FOUR-ROOMED HOUSE, on Mount Park, Wan-chai, for six months. Electric Light and Telephone installed.

Apply—
D. V. STEVENSON,
Care of DEACON, LOOKER, DEACON & HASTON. [642]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

CRAIGMIN EAST, 160, THE PEAK, Unfurnished FLAT to let at the PEAK.

KELLY CREST, 66, PEAK, No. 141, WANCHAI ROAD, Large and Spacious Godown.

"SHORNCLIFFE," Garden Road, to let Furnished, "Rooms."

"WOODBURY," No. 4, Hankow Road, Kowloon, from 1st May, 1916.

HOUSES TO LET

TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Lee House Street).
Apply to—
WILKINSON & GRIST.
[691]

TO LET.

SHAMEEN, CANTON.

COMMODOUS OFFICES and Residential Quarters in Modern Building. Immediate occupation.

Apply—
BRITISH-AMERICAN TOBACCO Co., Ltd.,
Hongkong or Canton. [689]

TO LET—FURNISHED.

FOREBANK WEST MAGAZINE GAP. Peak, for four months from Middle of May.

Apply—
F. M. CRAWFORD,
Care of LANE, CRAWFORD & Co. [678]

TO LET.

TWO LARGE FURNISHED ROOMS arranged as Flat with Bathroom, Verandah and every convenience. Can be let separately if desired and board could be arranged.

Apply—
"HARBOR VIEW,"
Care of "Daily Press" Office. [679]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd. [632]

TO LET.

A HOUSE in Observatory Villas with Tennis Court.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Voeux Road. [674]

TO LET.

OFFICES in Second Floor, QUEEN'S BUILDINGS. Reasonable rent.

Apply to—
THE UNION TRADING Co.,
5, Queen's Buildings. [674]

TO LET.

OFFICES in Princess' Building.

Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
RATNER, BROCKMANN & Co. [672]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—
DEACON, LOOKER, DEACON & HASTON. [690]

TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.

For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE, LTD. [695]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL, First Floor.

THE COMMODOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd. [418]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [67]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.

THREE ROOMED FLATS in Humphrey's Buildings, Kowloon.

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The Daily Press.

HONGKONG, 15TH MAY, 1916.

TSINGTAO'S FUTURE.

The question of the future status of the port of Tsingtao opens up an interesting problem to which it is not easy to give a definite answer. The progress of the port since 1893 has been remarkable, but it was due largely to two factors which will not be permanent. Under the German rule there was an immense amount spent upon it every year in the hope of making it, by artificial means, a rival to this Colony as an emporium for Far Eastern trade. Except for Weihai-wei, which has never been developed as a trading centre, the only other open port in the province of Shantung was Chefoo, which had very meagre means of communication with the interior and almost worse harbour facilities. Now, however, circumstances will be largely reversed. Not only is the manufacture of a harbour at Chefoo being rapidly pushed forward, but the question of railway communication with the interior is also being seriously canvassed, and the indications are that before long the Chefoo-Weihai-wei line will be taken in hand. In the early days of this century, Tsingtao was the only port communicating by rail with Tsinanfu, the capital of the province, and so it was able to make a fair bid for a monopoly of the trade, but now, quite apart from possible developments at Chefoo, Tsinanfu is connected by rail with two other ports (Tientsin and Pukow) and there is further a probability of the new port of Lungkow annexing some portion of its trade. Some of the advantages of the ex-German port are permanent and will always operate in its favour. Its magnificent natural harbour is one of these advantages, but an even greater one is its proximity to Shanghai. It is, however, only in part to these that it has owed its great boom, and now the other factors are in process of being nullified. During the last few

years before the war, Tsingtao had monopolized the straw-braid trade, which it had captured at the expense of Chefoo, Tientsin, and Shanghai, and was practically the only exporting centre for Shantung groundnuts and bristles. This state of affairs could only exist so long as it was without a rival, but as soon as serious competition arises—as soon as Chefoo is provided with reasonable harbour facilities and some means of communication with the interior—Tsingtao will be compelled to surrender to her a substantial proportion of her trade. Lungkow is but a late addition to the list of Treaty Ports, and no statistics of trade are available, but the accounts that are given of its harbour accommodation would lead us to believe that it can never rise to any importance, and that the real competition for the trade of Shantung must always lie between Tsingtao and Chefoo. We are aware that there were, in the early days, hopes that the commercial hinterland of Tsingtao would not be confined to Shantung, but would extend via the Tsingtao-Tsinan railway, far up the basin of the Yellow River. The Tientsin-Pukow Railway has taken Tsingtao on the flank, and, with the development of Pukow and the extension of the railway over the ground between the Tsin-Pu and Peking-Hankow lines, the Yangtze port will tend to grow at the expense of the would-be German Hongkong. But if Tsingtao's dreams of rivaling Shanghai or Hongkong are never likely to be anything but dreams, it would be idle to shut our eyes to the fact that she has a great future before her. Even if she has, in a few years time, to compete with Chefoo or the trade in straw-braid, groundnuts, and bristles, and, to a lesser degree, in silk, she will still be far more favourably situated as regards the coal and metal deposits of the province. Her proximity as a port for ocean-going shipping has been lost to some extent as a fruit of the bombardment, which led to Chinese merchants leaving the port in great numbers. Her proximity to Shanghai can, however, never be reduced, and it is this factor which will, in the long run, decide whether Tsingtao or Chefoo shall be the main port for Shantung. Chefoo may set up a railway system that will give her the same help in tapping the province as that enjoyed by Tsingtao; she may by artificial means equal the magnificent harbour which is one of Tsingtao's chief assets; but, do what she will, she will always be twice as far from Shanghai as is Tsingtao, and, with the other elements in the equation more or less balanced, it is on this one item that the final decision will depend. We believe that there is a great future before Tsingtao—that it is, to quote the last report on the trade of the port, "a port such as the Chinese want, and this in itself is a sufficient guarantee for a successful future," and we would join with Mr. Eckford in urging that, if this future is to be fully realized, the one desideratum is an international settlement similar to that at Shanghai.

The strike of the China coast officers may now be regarded as practically settled.

The well-known Chinese aeronaut, Tom Guin, is to be married in Hongkong to-day to Miss L. Wong, an American Chinese lady.

The Hongkong and China District, St. John Ambulance Brigade Overseas, has been exempted from registration under the Societies Ordinance, 1911.

Col. C. W. R. St. John, Royal Engineers (formerly Chief Engineer in Hongkong) has assumed the duties of Chief Engineer, Plymouth Garrison.

The total output of the Kailan Mining Administration's mines for the week ending 29th April, 1916, amounted to 69,176 tons and the sales to 46,238 tons.

H.E. the Governor has appointed Mr. David Templeton to the temporary rank of 2nd Lieut. in the Engineer Company of the Hongkong Volunteer Corps, with effect from May 11th.

A Japanese who was charged with being in possession of over 110,000 doses of morphine was fined \$2,000 with the alternative of six months' imprisonment by Mr. Wood on Saturday. A Chinese who was associated with the Japanese was given the choice between a \$500 fine or three months' imprisonment.

It is notified that the nine codes authorised under British Consorship may now be used in telegrams exchanged with the Azores as well as Portuguese extra-European Colonies.

We are asked to state that by special request there will be a further performance of "The Wishing Cap" by the pupils of the Anglo-French School, at St. Paul's Institution, on Wednesday at 5 p.m.

The Gazette states that the Governor has been pleased to recognise, provisionally and pending receipt of instructions from His Majesty's Government, M. Anibal Puccio as Consul for Peru in Hongkong.

The P. & O. chartered steamer *Sangala*, with the London mail of 20th April ex s.s. *Khyber*, is expected to arrive at Hongkong on or about the 25th inst. The passengers ex s.s. *Khyber* from London, Marseilles, and Egypt will be transferred at Colombo to the s.s. *Nyanza*, due at Hongkong on or about 30th May.

A Gazette notification states that the following countries prohibit the import of opium or dress opium:—United States, Philippine Islands, Netherlands, India, Siam, Japan, Australia, Canada, Kwong Chau Wan, Panama (except when required for medical purposes, and an official certificate to that effect is produced), Norway and Persia.

The Humphrey Bishop Company again provided a high-class concert programme at the Theatre Royal on Saturday evening. Compared with previous audiences, that which was present on Saturday evening was quite satisfactory, and the excellence of the Company was thoroughly appreciated. Encores were numerous and well-deserved, and the artistes always responded with an item which was better than its predecessor. The Company have yet to be accorded that support to which their general excellence fully entitles them.

At the Organ Recital to be given by Mr. Donnan Fuller, F.R.C.O., L.R.M., at St. John's Cathedral on Saturday evening at 5.30 o'clock, the following selections will be rendered:—Toccata and Fugue in D minor (Bach); Meditation (F. Borowski); Solo, "How long wilt Thou forgive me" (C. Pfleger); Mrs. W. B. Walker; Intermezzo in G minor (Wagner); Offertoire on an Easter Hymn (Bastiste); Solo, "Jerusalem" (H. Parker); Mrs. W. B. Walker; Finale (Pathetic Symphony) (Tchaikowsky). During the singing of Hymn 138, a collection will be made in aid of the general expenses of the Cathedral.

The students of St. Paul's College gave a farewell concert on Saturday evening to Miss K. L. Stewart, a member of the staff, who is shortly proceeding to England. The school-yard had been lavishly illuminated for the occasion, and a commodious stage had also been erected. About 1,000 students and friends were present, and a most entertaining miscellaneous programme was provided, the feature of which was an amusing version, in Chinese, of the packing-up scene from "Three men in a boat." At an interval in the programme Miss Stewart was made the recipient of farewell presents from the School, Old Boys, members of St. Paul's Church and others. These included a gold bangle, gold wrist watch, blackwood table, a large tablet of the Chinese character "Si" composed of old Chinese coins recently unearthed in the north of Kwangtung Province, a large roll of Chinese silk, pictures, and also an illuminated address testifying to the students' high appreciation of Miss Stewart's untiring efforts on their behalf. Eulogistic speeches were made by representatives of the students, Old Boys, and Church Council, all emphasizing the excellent work done by Miss Stewart in teaching, and especially in influencing the character of the students. The Bishop of Victoria supplemented the remarks, reminding those present that it had been very difficult to persuade Miss Stewart to take a well-earned rest. In reply, Miss Stewart said she had never been so happy as in her work at St. Paul's College. She would be constantly thinking of them, and her one wish would be to return to them as soon as possible. The proceedings closed with the singing of "God be with you" and the National Anthem.

THE WAR.

IMPORTANT FRENCH GAINS AT VERDUN.

BRITISH SEVERELY ATTACKED.

BRITAIN'S TIGHTENING GRIP.

GERMANY'S FOOD SHORTAGE.

AMERICA AND GERMANY.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ARTILLERY DUELS.

PARIS, May 12th.
1.05 a.m.

The evening communiqué says:—There have been artillery duels in the Avocourt sector of Verdun, a violent bombardment of our positions at Caillette Wood, and of our second lines on the right bank of the Meuse. There was nothing important elsewhere.

GERMANS VAIN ENDEAVOURS AT VERDUN.

ANOTHER EFFORT DEFEATED.

PARIS, May 12th.
4.05 p.m.

The French were again successful at Verdun. To-day's communiqué says:—The Germans at night time vainly attempted to dislodge us from the positions we captured on the slopes of Deadman Hill. We defeated two successive attacks.

There was intense artillery activity from Avocourt Wood to Deadman Hill, and there was also a bombardment in the Douaumont Vaux region.

ABORTIVE ENEMY ATTEMPT.

LONDON, May 12th.

A British communiqué says:—The enemy unsuccessfully attempted to raid our trenches at Ovillers on Thursday night. There was reciprocal mining activity to our advantage to-day at Beaumont and Fricourt.

There was artillery activity at Angres, Ypres, and Hohenzollern Redoubt.

BRITISH ATTACKED.

TRENCHES LOST AND REGAINED.

LONDON, May 13th.

A British communiqué states:—Last evening, after a heavy bombardment, the enemy succeeded in capturing 500 yards of our front trenches north-east of Vermeles. We regained the position by a counter-attack at night. There has been no further infantry action to-day, but considerable artillery activity in this neighbourhood. We bombarded an enemy position at Cunechy, but otherwise there have been only minor artillery duels.

LONDON, May 14th.
12.5 a.m.

A communiqué states:—After a heavy bombardment last night against our trenches between Somme and Maricourt, the enemy made three attacks, one of which succeeded in entering our trenches, but he was immediately driven out. Some dead Germans were observed in our wire, and one prisoner was taken.

FRENCH POSITIONS EXTENDED.

LIVELY BOMBARDMENTS.

PARIS, May 13th.
1.20 a.m.

A communiqué states:—On the left bank of the Meuse partial attacks enabled us to appreciably extend our positions south-east of Harcourt. There has been a lively bombardment in the Monthomme and Cumieres region. There was a violent bombardment of our first and second lines between Haudromont Wood and Vaux, east of the Meuse. A German attack south-east of Douaumont Fort was completely repulsed. There has been artillery activity on the rest of the front.

[THROUGH REUTER'S AGENCY.]

SERIOUS ENEMY LOSSES.

ARTILLERY DUEL CONTINUED.

PARIS, May 13th.
4.55 p.m.

A communiqué states:—The artillery duel has been uninterrupted in the sectors of Avocourt Wood and Hill 304. We further progressed in the night in the vicinity of Hill 287. Last night the Germans renewed their attacks south-east of Fort Douaumont, but despite the violent previous bombardment our line gave way nowhere, and all the attacks were repulsed with serious losses to the enemy. Other enemy attempts north of Thiaumont Farm were likewise stopped by our curtain of machine-gun fire.

IMPORTANT FRENCH GAINS AT VERDUN.

GERMANS WEAKENING.

PARIS, May 14th.
12.35 p.m.

The importance of the French gains at Verdun is shown in a semi-official communiqué. While the Germans are making futile attacks in aiming at Fort Douaumont, the French are extending their lines west of the Meuse almost from the Bethincourt region to Deadman Hill. They seized a vital hillock which was protecting Hill 304, and consolidated their lines at many points, making progress at Deadman Hill. The Germans again show signs of weakening after their recent furious and abortive effort.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HAND-TO-HAND FIGHTING.

RUSSIAN GAINS IN THE CAUCASUS.

PETROGRAD, May 14th.

A communiqué states:—There has been brisk fighting around Pripiet, which in places developed into a hand-to-hand struggle. The Russians severely defeated the Turks in the Caucasus, where, after a dashing night attack, the mountains near Erzipdjan were captured, along with 30 Officers and 365 men. Another column captured a gun, 1,000 rifles and a vast quantity of ammunition.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SINKING OF SWEDISH SCHOONER.

THE GERMAN WAY.

STOCKHOLM, May 14th.

The Captain of the Swedish schooner *Herald*, in an account of the sinking of the ship by a German submarine in the North Sea on the 5th inst., says that the crew were ordered to leave in fifteen minutes. The Captain refused and hoisted the Swedish flag. The Germans boarded the vessel, pouring and lighting petroleum at different places. They also attacked the Captain with cutlasses, forcing him into a boat. The *Herald* was then sunk by gun-fire.

TORPEDOING OF THE "SUSSEX."

AMERICA INVESTIGATING.

WASHINGTON, May 13th.

Mr. Lansing has instructed Mr. Gerard to ascertain informally the nature of the punishment imposed upon the Commander of the submarines which torpedoed the *Sussex*.

GENERAL.

[THROUGH REUTER'S AGENCY.]

SITUATION IN IRELAND. COURT-MARTIALS PRACTICALLY FINISHED.

LONDON, May 12th.

Dublin Headquarters announces that another death sentence has been commuted to penal servitude for life. Eleven others have been sentenced to imprisonment for terms varying from life to a year. The announcement adds that the court-martials in Dublin are practically finished and they are now dealing with the men arrested in the provinces.

In view of the gravity of the rebellion, its connection with German intrigue propaganda, and the great loss of life and destruction of property, the Commander-in-Chief has found it imperative to inflict the severest sentences on known organisers of this detestable rising, and the commanders in the actual fighting. It expresses the hope that the examples will be a sufficient deterrent to intriguers, and will show that murders of His Majesty's liege subjects will not be tolerated.

THE CARES OF STATE.

Mr. Asquith arrived at Dublin to-day. Observers say that he stepped wearily from the mailboat, and has seldom looked at graver. He went straight to the Vice Regal Lodge.

LONDON, May 13th.

Mr. Asquith, in the afternoon, conferred lengthily at Dublin Castle with Sir Robert Chalmers and the Law Officers.

TWO MORE MEN SHOT.

The remaining signatories to the Irish Provisional Government—Manifesto, James Connolly and John MacDermott, have been shot.

OVER 300 PRISONERS DEPORTED.

LONDON, May 13th.

The military authorities announce that over 300 prisoners have been deported and are under detention in prison.

TO RELIEVE POLAND.

AMERICAN SCHEME OF RELIEF.

LONDON, May 14th.

Sir Edward Grey, on the 10th inst. agreed to an American scheme of relief for the population of Poland, provided that Germany would pay the expenses of transport in German ships, and not interfere in the slightest with the American administration; also, if Germany and Austria would undertake to feed the starving populations of Serbia, Albania and Montenegro.

A memorandum from the American Ambassador states that there are fifteen million people in the area occupied by Germany, and the United States undertakes to revictual only the 4,000,000 concentrated at Warsaw, Lodz and four other cities. He also estimates that it will be necessary to import 40,000 tons of foodstuffs monthly.

TURKISH ATROCITIES.

TERRIBLE TREATMENT OF ARMENIANS.

PETROGRAD, May 14th.

The Turkish atrocities perpetrated upon Armenians at Trebizond are declared to surpass all the Turkish cruelties to Armenians elsewhere. The expulsion of the Armenians began in July 1915, when hundreds of young and influential Armenians who were arrested on charges of treason in aiding the Russians were embarked in boats and drowned at sea. Others were sent to a neighbouring village, where the women were violated and killed and the children bayoneted. The Turks used the heads of the children as targets for firing practice. The survivors were sent to Erzerum. The whole road was strewn with the bodies of children and adults. The surviving children are now being collected by Russian benevolent societies. They present a terrible spectacle, being clad in rags, and looking sickly and haggard. They are also always asking if they are going to be massacred. The Greeks at Trebizond are of the opinion that the massacres were organised by the Turkish Government, which mercilessly persecuted anyone assisting Armenians.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S TIGHTENING GRIP. SIGNIFICANT GERMAN APPOINTMENT.

WASHINGTON, May 14th.

A despatch from Herr Wiegand, Germany's unofficial press representative, states that Germany is considering the appointment of a Minister of Foods, who will control the distribution so as "to prevent the British grip tightening on Germany's throat." It is noteworthy that Herr Delbrueck, Minister of the Interior, who up to the present has been responsible for the food supply, has resigned.

AMERICA AND GERMANY.

SITUATION COMPLICATED.

NEW YORK, May 13th.

The Associated Press at Washington authoritatively states that Germany's Note has complicated the situation, making it impossible for the United States to press her demands upon the Allies without appearing to do so at the bidding of Berlin. Consequently, it is uncertain when the reply to the latest British communication will be forwarded.

FIGHTING IN AFRICA.

ENEMY ATTACKS REPULSED.

LONDON, May 13th.

On the 11th the enemy repeatedly attacked Kondairangi, using a gun from the cruiser *Keonigberg*. They were repulsed, fifty dead being picked up, including two Europeans. Our losses were small. It is believed that the Commander-in-Chief led the operations.

A semi-official message states that the German attacks at Kondairangi were made under the personal command of the German Commander-in-Chief. They began on the 5th inst. and were continued on the 9th, 10th and 11th, when a determined night attack was repulsed. It is reported that the Belgians from Ruanda have penetrated Kigali.

WORCESTERSHIRE YEOMANRY.

PRISONERS AT DAMASCUS.

LONDON, May 14th.

News has been received at Worcester to the effect that besides the Hon. C. J. Coventry, twenty Officers and 250 men of the Worcestershire Yeomanry are prisoners at Damascus.

SHACKLETON RELIEF EXPEDITION.

LONDON, May 14th.

The Government have appointed a Committee under Admiral Peacom, including Major Leonard Darwin and Sir Douglas Mawson, to advise as to what steps shall be taken for the Shackleton relief expedition.

THE COMPULSION BILL.

LONDON, May 12th.

The House of Commons this morning concluded the Committee stage of the Compulsion Bill, which will become law next week.

MORATORIUM IN CHINA.

FINANCIAL STRINGENCY.

PEKING, May 14th.

A moratorium has been proclaimed in China, owing to financial stringency.

MR. ROOSEVELT TO STAND FOR PRESIDENCY.

NEW YORK, May 14th.

Mr. Roosevelt, in a letter to a supporter, announces for the first time that he is a candidate for the Presidency.

TOWNSHEND SON AND HEIR.

LONDON, May 14th.

The Marchioness Townshend has given birth to a son and heir. Previously, General Townshend of Kut was heir to the Marquessate.

[FROM OUR OWN CORRESPONDENT.]

CHINA COAST OFFICERS' STRIKE ENDED.

EXTRA PAY AND BONUS GRANTED.

SHANGHAI, May 14th.

The Guild has been recognised, extra pay and bonus have been granted, and the strike is now ended.

(Continued on page 6.)

RANDOM REFLECTIONS.

It is always, of course, desirable that the delivery of the mails should be expedited as much as possible, and it is more than ever desirable now that the journey *via* Siberia takes so much longer than formerly. For this reason it is to be regretted that the recent British mails should have been delayed owing to the ships which conveyed them from Shanghai being engaged to tow lighters. This means a very serious inconvenience possibly involving loss to business people in Hongkong, and it should, if possible, be obviated. Local houses representing Home firms are already at a disadvantage when negotiating for business in China in competition with firms in Shanghai owing to the additional time which it takes for correspondence to pass between Hongkong and Europe. There is no prospect of removing this handicap, until the long-promised railway line is completed from Hankow to Canton, but, in the meantime, every effort should be made to get the best out of the existing system. When delays are unavoidable it would surely be as well if the Postal Authorities were to give the public early intimation of the fact instead of keeping them on the tiptoe of expectation, for in making their engagements many men are influenced by the arrival and departure of the mails.

She had been zealously piloting her male companion round the various benches at the dog-show, and giving him the benefit of her opinion on the different "points" of the successful exhibits. He was amazed at her peculiar knowledge, but too gallant to show it. Eventually they reached the spaniels and poms, and, after a critical inspection of one of the entries, she exclaimed: "I wonder what this dear little Pom would say if he could only speak?" "I should think he would confess, with a blush, that he was a spaniel," was the brutal rejoinder, whereupon the temperature fell.

The members of the Hongkong Club and those people who walk along the Praya in quest of cool fresh air are again to be regaled with tar fumes. As was the case about this time last year, large tar-cookers, belching forth their aromatic fumes, are placed along the pathway which separates the "finest site" in the Colony from another patch of mangy green sward. Is there really no other less central and prominent spot where the tar for renovating the roadway can be made?

... requires an accident to make some people realise the existence of a danger, writes a lady reader, who proceeds: "The zealous conductors of the Peak Tramway should be instructed not to restart the cars which stop at May Road until sufficient time has been afforded passengers who enter at this difficult level to take their seats. At present, owing to the very steep gradient, incoming passengers are sometimes thrown from one end of the car to the other in a most alarming manner. If the conductors are instructed to see that everyone is seated before the car is allowed to proceed on its journey many will have cause to be thankful and none will have cause to complain."

It was dusk, and the Magistrate and others interested were examining the rear-plate of the automobile by the light of the electric lamp at all angles and a variety of distances in order to decide whether it complied with the Regulations or not. While they were thus engaged five other cars passed without rear-plate lights! There will be a gala day, as a consequence, in the Police Court this week. Will the Magistrate be called to give evidence, I wonder?

He was endeavouring to explain the superiority of one kind of generating power over another, and John, upon whom he had called, was listening, intently, an inscrutable smile overspreading his face. "This no good. Very old. Use plenty coal. Wantee two, three men. No good. Lose money." As this did not seem to produce the desired effect, the patient Briton again returned to the attack while John listened and smiled. At last John broke forth with the following:—"This no good, eh? This very old, eh? This wantee two, three men? I lose money, eh?" John had been thinking, and he proceeded:—"Velly good, you patchee one piece machine-velly small, you takee—I give you this big one. Can do? You say velly cheap, you patchee me small one. Can do? This was far too much for the electrician, and he promised to call again after he had thought it over.

RODNEY RANDOM.

CORRESPONDENCE.

INDO-CHINA SHARES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—As a result of the regrettable incidents in connection with the report of a meeting of the Indo-China Steam Navigation Co., Ltd., in which the "big" people gained the day, the brokers on the "Exchange" have now succeeded in bringing down the price of the shares to the low rate of \$46 and \$119½ for the Preferred and Deferred shares, respectively.

There are certain brokers at present still bent on "bearing" the stock to cover short sales, but I fail to see why the shares remain so low with good prospects before them for at least the next two years to come.

In spite of what the Chairman had to say about the boats being practically valueless, and that they must soon be dumped on the "scrap-heap," or words to that effect, one of the Company's oldest boats, the *Lienhsing*, fetched no less a sum than \$25,000, and now, I am told, the Company is considering an offer of \$28,000 for another much smaller and older boat. These are certainly very valuable "scrap-heaps."

The quotation for the Deferred shares is now "officially" \$119½ buyers, although business has been done during the last four days, including to-day, at between \$114 and \$115, and it seems to me that the "official" price is not likely to alter much until such time as it will suit the "books" of certain brokers.

The Deferred shares based on the very poor dividend just paid, and including the interim dividend paid in September last, yields a return of 7½ per cent, if taken at the rate of \$120 per share, so should undoubtedly be going to buy at present rates.—Yours faithfully,

HONGKONG, May 13th, 1916.

COLONIAL REFORMATION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The points raised in "E.M.T.'s" letter, appearing in your issue of to-day, give one some food for thought, whether one agrees or disagrees with his suggestions.

Taking his proposals *seriatim*:—No. 1 suggests the registration of "absolute" titles. What does this mean exactly? I hope he does not suggest introducing here the annoying distinctions recognised at Home between "absolute," "qualified," "possessory" titles. It seems to me the present system works admirably, expeditiously, and cheaply.

No. 2. The abolition of imprisonment for debt, as regards the Chinese, is absolutely impracticable. The fear of prison and consequent "loss of face" is very often the only chance a creditor has of seeing his money back.

No. 3. Why public flogging? I presume, *quod encourager les autres*; but it would really have much effect on the class of person who would go to see it.

No. 4. Easy appeals from magistrates to the Supreme Court seem quite sound, as long as you guard against frivolous appeals. This might be done by giving the Court power to stiffen up the sentence if it was of opinion that the appeal should never have been brought, and possibly, also, by making the lawyer who advised it pay the costs personally in a really bad case.

No. 5. Why introduce the Indian Penal Code?

No. 6. The passing of a Divorce Ordinance would benefit the legal profession, and provide some good copy for the newspapers. Apart from those law-praising objects, I do not see that any good purpose would be served.

No. 7. The appointment of an extra Judge, to sit either in Original or Summary Jurisdiction as required, and at the same time the increase of Summary Jurisdiction to Ave thousand dollars is eminently desirable. The extra judge's salary would be more than met by increased Court fees, and there would be the additional advantage of having a full Court always available, without having to send up to Shanghai. The present cost of small litigation, viz., of claims from one thousand to five thousand dollars, is prohibitive, and this class of work is being killed.

No. 8. Spare the Sanitary Board which performs much useful and thankless work. This application is refused! I do not much care about the idea of a Municipal Commission. They would either be nonentities—in which case, why have them—or, if they had any real powers, it would be certain to mean increased taxation. Does "E.M.T." remember what happened to the rates at Home after the establishment of the London County Council?

No. 9. With great respect may I enquire what functions the bishops would perform on the Council?

No. 10. What do you want a British Resident in the New Territories for? What's the matter with the District Officer?

No. 11. I agree with the suggestion to increase the Summary Jurisdiction, but not with the proposal to merge the two branches of the legal profession.

No. 12. A poll-tax is all right. Inhabited house duty would simply be slapped on to the already exorbitant rents, and you do not want to increase the cost of litigation.

Try taxes on (a) ponies, (b) yachts, (c) all private vehicles, and (d) private servants in excess of (say) four.—Yours faithfully,

HONGKONG, 13th May, 1916.

LEX.

POISON-GAS FROM IRELAND.

MEN WHO ARE DOING THE KAISER'S DIRTY WORK.

"Wolf" was being, insinuated as a synonym for unreliability when the war broke out, and England cut the cables, hoping to close Germany's mouth while the bogies of German militarism and "Belgium (sic) atrocities" to bias the mind of the neutral nations (sic). The remarkable and unforeseen development of wireless telegraphy by Germany foiled this plan to an extent, and the "Belgian atrocity" invention did not sweep Scandinavia, Holland, Switzerland, and the United States into the net, as it had been hoped.

This is not a quotation from the Berlin *Kreuzzeitung* of the *Cologne Gazette*, but from a Dublin journal called *Valentia*, which is published at 12, D'Olier-street, Dublin, under the material eye of the Government of Great Britain. It is only one of a number of similar publications printed in the Irish capital, and all distinguished by the same type-marks—bad printing, bad English, bad manners, Gaelic gibberish, pro-Germanism, and rank sedition.

I have before me as I write another of the precious publications called *Valentia*. It is a sheet about twice the size of my open hand, and it calls itself "an out-spoken scrap of paper," says Mr. H. de Vere Stacpoole. It charges a halfpenny for itself, and its leading article contains the following paragraph:

Every well-informed man in England and elsewhere to-day knows the actual fact to be that England dare not proclaim the truth either about the war or about the exact relations existing at this moment between herself and her allies.

ONE OF MANY.

An article on "British Brag" follows, and after that a footnote to an article published the previous week entitled, "An Empire in Decline." When the thing does not work, it spits and sneers, and circulated broadcast among the corner-boys and loafers, it does its own special little work honestly and well. There is only one thing to be said for it. It does not print a sentence in Gaelic. All the same, the publication is a disgraceful one, and would be dealt with by martial law in any country in the world—under war conditions—but Ireland.

And it is only one of many. There is a journal published at Liberty Hall, Beresford-place, Dublin, called the "Workers' Republic." It openly advocates an immediate rebellion in Ireland.

At the moment the British Government is probably in possession of enough evidence (as the B. G. understands "evidence"), were it not "afraid" to use it, to hang most of our readers. Do not think for a minute that I want to frighten you into action, you know as well as the British Government does that the Irish people want to make a move. Will you do what the British Government want you to do—or will you do what the Irish demands? Now—or never! The British Government does not want any trouble in Ireland now. Are you going to oblige John Bull, the butcher of your priests and people, by remaining quiet till he is in a position to finish you off? If we had to deal with an honourable foe things would be different. We have to deal with England, a country that does not understand what honour is! Help Ireland to pay its debt—England. Now—or never!

Go where you will in Dublin you will find these seditious rags—some printed openly, some in cellars, and all working on the same lines with a uniformity that is disturbing—all sowing pro-Germanism and anti-Englishism, all playing into the hands of the enemy.

Coupled with this we have the Sinn Féiners, armed to the teeth and meeting at Belfast in secret conclave, with sentries guarding the door—sentries with rifles and fixed bayonets.

Men who ought to be protecting Ireland in the trenches of Flanders, embodied men carrying arms, meeting in secret to discuss what—the price of potatoes? Do they speak in Gaelic at these mysterious meetings? Oh, that Gaelic! This eruption of an old dead language, once spoken by heroes and men now gibbered and plastered across the length and breadth of the Ireland that was coming to life, the Ireland that was coming to prosperity, the Ireland that was coming to common sense until the Gaelic-mongers caught her and stuffed her with poisonous food and dressed her in green, and played to her with the harps of the Willy Yeates and made her look just the fool she looks—a woman grown and arrived at years of discretion and dressed indecently in the clothes of her youth!

IN GAELIC.

Go to Dublin. You will look in vain for a taxi-cab; you will see dirt, disease, wretchedness, and the maladministration of fifty years ago—and the names of the streets set out in Gaelic. You will find Miss O'Toole parading at a party in a Gumnawn na m'Bar costume, and Mr. O'Connor calling himself Diarmuid. You will find common low-down sedition parading in Gaelic; sausages, women's gowns, shoes, neckties—everything Gaelic but Guinness stout. They cannot find a Gaelic name for that.

And the Irish Guards, and the Connaught Rangers and the Ulster Volunteers, who are defending the world against the slaughters of priests and the ravishers of nuns—our Gaelic mongers—have you a Gaelic name for those? The Irishmen who are bleeding for the right and dying that oppression may die, when do you glorify their names and where? Do you not, tooth and nail, and by every mean and dirty trick, oppose the glorification of your country by opposing recruiting—you, the starvers of the army of God, the blasphemers of the right, the henchmen of the Hun—you and your Gaelic!

If Emmet could rise from the tomb, if Emmet, the lover of liberty could stand among you and see you as you are, he would tear the banners from your hands and kick the whole German-Gaelic gibbering crowd of you into the Liffey. (Continued on next column.)

A GERMAN WHOOP.

BY THE COMMANDER OF AN ENEMY SUBMARINE.

The following grandiloquent account of the capture of a British steamer by a German submarine is contributed to the *Berlin Lokalanzeiger* by Lieut-Commander Baron Gunther Georg von Forstner:

The afternoon was mild and sunny. We were in the immediate vicinity of the Maas lightship at the mouth of the Meuse, and had just concluded the inspection of a Dutch steamer bound for a neutral port, when we saw a merchant ship, the English nationality of which was easily recognisable from her build, rapidly approaching us.

Apparently it was at the very moment when the Dutch steamer had released and resumed its course that the British ship became aware of our presence. She immediately reversed her engines, and at full speed made for the English coast. Well did the captain know what he had to expect should he fall into the hands of the wicked German U boat! Mighty columns of smoke issuing from her funnel testified to the feverish activity of the stokers, and long before we were able to hoist the signal to halt she was in full flight.

In the meantime we had made our preparations for pursuit, and our machines were driven at their utmost capacity in order to overtake the fugitive. He did not run badly, the flying Englishman, and we had to traverse a long road of several nautical miles before we could approach close enough to dictate our will to him. Our international flag-signal fluttering so merrily in the wind, "Stop at once, or I fire," did not seem to trouble him. The captain merely looked ahead, watching for the first patrol ships that could take him on board and protect him.

A WARNING SHOT.

Vigorously the bow of our boat buried itself beneath the high-running sea, then again rising to the surface steeped in mountains of silvery spray. Amid the utmost mental tension every one of us asked himself the question: Shall we overtake the fleeing Englishman, or will he get away before our guns can make their solemn voice heard?

No! Soon thanks to the tremendously accelerated action of our motors, we had gained considerably on the fugitive. Before long, the first warning shot rolled from the mouth of our artillery and resounded across the sea, hurling against the Englishman's bow an immense threatening column of water. Still, however, the Englishman hoped to outrun us, and in-mightier and still mightier volume the dense smoke arose from his funnel while with ever-increasing exertion the perspiring stokers below had to fling coal into the fiery furnaces beneath the boiler. They, too, knew what was at stake.

Even after two further well-aimed warning shots from our guns right and left had been fired in the closest proximity to the steamer, after telling the captain in thunderous language that any further attempt at flight would be useless, as the next shot would surely deal his ship a fatal blow, he did not deem it right to obey our command and surrender. There was no alternative but to fire the next shot into the hull of the steamer.

Whistling, screaming, and rearing the shell flew from the cannon's mouth, to crash a few moments later, enveloped in thick smoke and with a loud explosion, into the afterdeck of the steamer.

That settled it. Instantly the pursued steamer stopped, and by means of the universal international signal—three sharp notes on the siren—gave us to understand that owing to the injury to his engines he was forced to give up the mad flight.

Misty white clouds arose from the funnel, and with heavy heave the captain answered our next flag signal: "Leave your ship at once," by the hoisting of a red and white striped streamer—the international sign that the signal was understood. "It really means nothing more nor less than, 'I agree to your decision to send my dear old ship to the bottom,'"—unquestionably a saddening resolution to take for the captain of a proud vessel.

Our joy, however, needs no description. Again and again I myself shook the hand of the gunner who fired the final mortal shot at the enemy. How indeed could there be a question of emotion in such a case? Does not the sinking of every enemy ship dispel a hope of our most hated foe? Is not the sinking of every enemy ship a requital for their criminal desire to starve to death the whole of our people, our women and our children, simply because they could not succeed in defeating us by force of arms in honourable combat? Then who would dare admonish us not to rejoice in our well-justified jubilation?

In silence, and with uncertain steps, the English captain entered our boat, and, saluting, handed me his ship's papers, of which, also saluting, I took charge. When both of his ship's boats were lying alongside our submarine I could not resist the temptation to call his attention, in the hearing of his crew, to the peril to which he had subjected them all by his attempted flight, and to the unwarrantable flagrantcy with which he had played with the lives of his men. The latter, too, were well aware of the very narrow escape from death they had, and saluted us respectfully by throwing their caps in the air. I thereupon gave the rescued men to understand that we would tow them to the Maas lightship.

Joyfully they got their low-lies in readiness, in the happy prospect of soon being again on dry land safe and sound. Go and take your Gaelic to where it belongs—the past that you are always evading, and, having carried it there, bury yourselves with it, or, failing to do so, stand so that the world may see the stature of the pro-German monkey men of Ireland against those mountains—Emmet, Grattan, O'Connell, Burke.

ALEXKIEFF.

THE RUSSIAN CHIEF OF STAFF.

(BY H. HAMILTON FYFE.)

It was once said of a famous singer, "She is not so much a woman as a voice." I should say of General Alexieff, who directs the blows of Russia's armies, that he is not a personality but a brain.

He is unlike any Russian I have ever come across. He has none of the qualities which distinguish the Russian character. Far from being expansive, convivial, gregarious, he is shy and reserved, prefers his own company to that of others and is more sparing of speech than a Scot. It is clear from his features that he is not an unmixed Slav. His small eyes and high cheek-bones denote the Finnish or Mongol type so often met with in Russia. But what you notice first of all is the high, domed forehead of the man. It suggests instantly intellect, an intellect far more penetrating and developed than the ordinary. Nor does this first impression need to be revised. General Alexieff is an intellect—an intellect devoted solely and severely to the profession of war.

It is intellect which alone has raised him from the ranks, where he began, to the great position which he holds to-day as Chief of Staff to the Emperor-Generalissimo. Interesting that both in autocratic Russia and in democratic Britain the men singled out to be entrusted with the most responsible tasks, General Alexieff and Sir William Robertson should be soldiers who began their careers with no advantage beyond the possession of exceptional minds. A poor man, Alexieff was born fifty-nine years ago. By the extreme simplicity of his habits, by his diffidence and dislike of society, he shows that he has never quite changed or wished to change his nature.

When he was summoned to take over the direction of the campaign upon the whole front, stretching from the Baltic to Bukovina, he was disturbed by the prospect of having to lunch daily with the Emperor and the company invited by his Majesty, including all the notables who visit the "Stavka" (so the Russians call headquarters in the field). He represented to the Emperor that this would sorely interfere with his work, that he did not enjoy society, that he needed all the time there was for thinking, and so on. Kindly and sympathetically (for he is a shy man himself) the Emperor excused him. So the Chief of Staff lunches and dines daily at a hotel in the town where there has been established a club for officers and for all who have business with the headquarters staff. General Alexieff scarcely seems to notice what he eats. He gets through it quickly and is plainly glad when the simple meal is over and he can go back to work.

NOT QUITE HUMAN.

He spends from twelve to fourteen hours a day in his office. For the sake of exercise he walks for an hour or so after dinner in the park. Often he is up till three or four in the morning, but cannot see anyone till 10 a.m. He says sometimes, when he is specially busy, "but if they come then, I am prepared to sit up with them all night." There is never any moment at which he can say, "Now my work is done. I can take my ease."

The quiet voice, scarcely ever raised, heightens the impressiveness of this famous soldier. Whenever he takes a part in general conversation, which is not often, all other voices cease. He does not make the slightest effort to impose himself or his opinions on the company. There is an instant, genuine desire to catch what this silent commander has to say. He is gentle in manner, patient, and considerate, entirely without "side," yet he exercises an authority which every body feels and acknowledges. Perhaps it is because he is not quite human that he is so quickly and exactly obeyed. From the generals who are his co-labourers in strategy down to the orderlies who carry his notes, all seem to understand how important it is that he should be served well. He secures devotion, not by winning people's hearts but by dominating their intellects with the force of his own. There is something almost hypnotic in the steady glance of his deeply set grey eyes. A subtle transmission of thought takes place from brain to brain.

After saying so much I need hardly add that General Alexieff is an exceedingly difficult man to see. Even from those who have almost daily business with him he is apt to require, before he makes appointments, an exact outline of what they wish to discuss. No time is given up to the pleasant small talk which usually enlivens official interviews in Russia. As a rule, when you visit persons of authority in this country it is better not to approach the object of your visit too soon. They might think such haste abrupt, unamiable. But with Alexieff say what you have got to say at once. Don't keep him waiting.

A GREAT GENERAL.

He is a good listener. He hears his visitor out, offering neither comment nor criticism; grasps purport and details quickly and completely; then replies. He is not "stiff in opinion." He will accept suggestions if they commend themselves to his judgment. He will even agree to depart from a plan of his own should he be persuaded of the higher merits of some other plan. It is easy to see that he has a passion for mastering details. Matters which most commanders would leave to an assistant he prefers to deal with himself. It would be easy and obvious to remark that he is too much inclined to keep all strings in his own hands. That might be an appropriate criticism if he had failed in his great task. But he has, on the contrary, been so far a brilliant success.

I have just been reading a little book one of a series by Russian war correspondents, which describes the retirement from Vilna and the rapid measures taken to avert the disaster which threatened large Russian forces at the end of their.

(Continued on next column.)

THE RUSSIAN GAINS.

ENEMY WINTER WORK ALL LOST.

The principal factor which will decide the duration of Russian pressure will be the amount of snow which has fallen in Riga, and a slight thaw has changed the firm frost, but in the south the frozen Pinsk marshes are already melting, and the ground is impossible either for guns or men. That wide, white, no man's land is being transformed into sheets of water, divided by treacherous morasses.

As the warm weather moves northward it will bring with it similar conditions. Huge areas will be under water, and the narrow rivers, no longer frozen sledgeways, will see and overflow the ice towards the sea and overflow the northwards from Pinsk to Riga will compel a cessation of hostilities in the opposing forces. Activity will possibly shift suddenly to Galicia and the south, where the conditions will first become favourable to extensive operations.

RUSSIANS GAINING GROUND.

The Russians are continuing to gain ground notwithstanding the German counter-attacks. At present after place the Germans are losing the whole of their winter's work, and are forced to leave trenches beautifully paved, drained and furnished, and compelled to take new positions with the imminent threat of water rising in trenches less scientifically prepared. The Russian pressure north and south of Vidsy endangers the road running through Vidsy, Tveretch, and Godunishki, which serves as a main artery behind the German front. The Russians are also strengthening their hold between Lakes Vishniyef and Svir, and simultaneously advancing round the southern shore of Lake Marotch. They have already made large captures and threaten the communications of a considerable body of German troops.

Similarly the Germans are strongest before Riga and before Dvinsk, and the Russians are accordingly pushing forward in the Jacobstadt district between these two sections of the front, taking positions which, when the time comes for the serious struggle, will be invaluable. The Russians have lost no time in broadening the original salient made by the first advance in this district. Flanked by the river in the north, they are rapidly straightening the line in the south.

GERMAN INTRIGUE IN INDIA.

A good deal of light is thrown upon the subject of the rather mysterious unrest among Orans by a letter written to the Press by Mr. W. Lancelotti Travers, the chairman of the Doonars Planters Association. The Bishop of Chota Nagpur has given it as his opinion that the unrest in Chota Nagpur is not due to the machinations of German Lutheran missionaries, and a Scotch chaplain has written to the effect that there has been really no unrest among the Oran coolies in the tea plantations of the Doonars. In his letter Mr. Travers contemplates these views and brings forward what the impartial observer must regard as very grave evidence to support his contentions. The evidence he sets forth goes to show that serious trouble among the Oran coolies in the Doonars was only prevented by timely precautions and that the doing of the Lutheran missionaries have been by no means so innocent as some of their English friends would appear to believe. Regarding the position in the Doonars Mr. Travers says: "The picture of the German Emperor enthroned between two Hindu gods is stated by one Sirdar to have been passed round his garden from hand-to-hand. The Orans state that they have been promised land in Nagpur, their ancient home, on condition that they help the Germans. If they do not help the Germans, they will be slain by them on their arrival. Poojah has been done to the German Raj. All these are facts given to the Manager by Oran Sirdars and others who feared that the trouble which would follow would injure them and their position. They had no reason for exaggeration, for they could have joined in the movement itself had they wished." Mr. Travers goes on to ask: "How else could all these statements in regard to the Germans have originated except from the Lutheran ministers through their Christian converts in Chota Nagpur?"

FORTHCOMING EVENTS.

TO-NIGHT
9.15 p.m.—Concert by Humphrey Bishop and London Star Co., at the Theatre Royal.
TO-DAY
3 p.m.—Auction of Crown Land at Public Sale by the Dept.
2.30 p.m.—Organ Recital at the St. John's Cathedral.
Wednesday, 17th May—
3 p.m.—Wm. Powell, Ltd., Meeting of Shareholders.
Friday, 19th May—
Noon—Canton Insurance Office, Ltd., Extraordinary General Meeting.

long retirement last autumn. This was just after General Alexieff's appointment. Fortunately he had for some months been in command on the front where this retreat was taking place, so he knew the tactical possibilities and the nature of the ground. He directed every step of the troops himself, formed fresh army corps to counter the blow of the German cavalry which had broken through the Russian front, timed every movement exactly, extricated 80,000 men from a very difficult position, and brought the whole of the forces between Dvinsk and the Poleski marshes safely back on to the line which they have held ever since.

It was a wonderful stroke of generalship on a vast scale worked by this silent, pale-faced man, who puts on spectacles to look at maps, in his plain, bare office. I have asked people who were there whether he discussed the situation at all. It seems he scarcely spoke of it. The one remark I have been able to collect he made in reply to a query as to whether "there was any hope." "The situation is difficult," he said, and then, with mild rebuke but in the same level tone: "All the more reason why we must get out of it with honour." *Daily Mail.*

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SHIPPING

ARRIVALS.

ANANIAN—Mau, Japanese str., 2,712, Kikuchi, 15th May—Miki 7th May, Conl.—Mitsui Bussan Kaisha.

ANNA, Norwegian str., 1,917, A. Arntzen, 12th May—Bangkok 4th May, Rice—Order.

BORNEO MARU, Japanese str., 2,492, H. Kawai, 12th May—Mojji 6th May, General.—Dodwell & Co.

CEYLON MARU, Japanese str., 2,094, K. Higo, 13th May—Singapore 7th May, General.—Nippon Yusen Kaisha.

CHOUKANG, British str., 1,423, Woodget, 14th May—Shanghai 10th May, General.—Order.

CHUANGTOW, British str., 1,935, G. Morse, 12th May—Bangkok 5th May, General.—Butterfield & Swire.

DAIGUN, Norwegian str., 897, A. I. Salverson, 14th May—Bangkok 5th May, Rice—Order.

FOOKSANG, British str., 1,987, T. A. Mitchell, 15th May—Singapore 8th May, General.—Jardine, Matheson & Co.

HATHONG, British str., 1,276, Evans, 14th May—Fochow 11th May, General.—Douglas Laiprak & Co.

HANAMET, American str., 2,973, J. M. Anderson, 14th May—Saigon 6th May, Rice and General.—Order.

HAWAI, French str., 729, F. Morvan, 13th May—Port Bayard 12th May, General.—A. R. Marty.

ISHIKAWA, British str., 3,301, Graham, 13th May—Yokohama 9th May, General.—Butterfield & Swire.

KAPING, British str., 1,665, R. Macfarlane, 12th May—Singapore 6th May.—Dodwell & Co.

KASING, British str., 1,143, Rogers, 14th May—Weihaiwei 8th May, General.—Order.

KWANGTSE, Chinese str., 691, S. Sano, 14th May—Weihaiwei 18th May, General.—Order.

LIANGCHOW, British str., 1,220, Wm. Benson, 14th May—Swatow 13th May, Rice and Timber.—Butterfield & Swire.

MADE, Norwegian str., 649, Svensen, 13th May—Bangkok 5th May, Rice.—Order.

MINJI MARU, Japanese str., 1,703, Yabunagaki, 12th May—Chingwangtao 5th May, Conl.—Dodwell & Co.

SHUNON, British str., 1,132, Sangster, 13th May—Saigon 8th May, Rice.—Order.

SHUNON, Norwegian str., 3,485, Lendal, 15th May—New York 10th April, Case Oil and General.—Standard Oil Co.

DEPARTURES.

ARAKAN, Dutch str., for Japan.

CHUSAN, British str., for Swatow.

FAUSANG, British str., for Saigon.

HONGKONG, French str., for Hanoi.

HOPANG, British str., for Swatow.

JINJI MARU, Japanese str., for Canton.

KOHA MARU, Japanese str., for Nagsaki.

KUANGANG, British str., for Nagsaki.

QUANTA, British str., for Swatow.

TANCO MARU, Jap. str., for Nagsaki.

YUENSANG, British str., for Manila.

May 14th.

BORNEO MARU, Jap. str., for Batavia.

BENEDI, British str., for Nagsaki.

HADIS, Norwegian str., for Swatow.

KAYO MARU, Jap. str., for Swatow.

TARSANG, British str., for Hoihow.

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Hongkong, 12th May, 1916. [685]

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Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 17th May will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 11th May, 1916. [23]

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 19th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	—	Tokura	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H. R. Hetherington	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON	CITY OF LINCOLN	Brit. str.	—	J. McGregor	THE BANK LINE, LIMITED	On 21st inst.
GENOA & LONDON	GLACIUS	Brit. str.	—	E. White	SHAW, TOMES & Co.	On 22nd inst.
MASSEUILLES VIA PORTS...	PORTER	Brit. str.	—	T. Kurano	MASSEUILLES MARITIME	On 22nd inst.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KAMAKURA MARU	Jap. str.	—	A. G. Stevens	THE BANK LINE, LIMITED	About 22nd inst.
VICTORIA, B.C., & SINGAPORE VIA MANILA, &c.	CANADA MARU	Jap. str.	—	W. Dixon Hopcraft	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA & TACOMA VIA MANILA, &c.	SEITO MARU	Jap. str.	—	S. Robinson	YOKOBE KAISEN	On 23rd inst., at 3 P.M.
YOKOBE & SINGAPORE VIA MANILA, &c.	TSUNODARI	Jap. str.	—	A. J. Halley	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	NIPPON MARU	Jap. str.	—	Yoshikawa	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	CAOQUE	Jap. str.	—	D. W. Gibson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	FLORIDIAN	Am. str.	—	E. T. Fisher	DOUGLASS & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	SHINTO MARU	Jap. str.	—	E. Forsyth	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	CHIVA	Am. str.	—	K. Ogura	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	B. K. ...	NIPPON YUSEN KAISHA	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	S. Robinson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	A. J. Halley	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	Yoshikawa	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	D. W. Gibson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	E. T. Fisher	DOUGLASS & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	E. Forsyth	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	K. Ogura	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	B. K. ...	NIPPON YUSEN KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	S. Robinson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	A. J. Halley	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	Yoshikawa	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	D. W. Gibson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	E. T. Fisher	DOUGLASS & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	E. Forsyth	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	K. Ogura	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	B. K. ...	NIPPON YUSEN KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	S. Robinson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	A. J. Halley	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	Yoshikawa	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	D. W. Gibson	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF RUSSIA	Brit. str.	—	E. T. Fisher	DOUGLASS & Co., Ltd.	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF JAPAN	Brit. str.	—	E. Forsyth	YOKOBE KAISEN	On 23rd inst.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	—	K. Og		

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING
FROM HONGKONG Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong ... S.S. "JESERIC" ... About 5th June.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 4th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

OR TO BRIS & Co., CANTON.

GENERAL AGENTS

Hongkong 11th April, 1916.

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C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS TO SAIL

MANILA, OKU and ILOILO ... "CHINHUA" ... On 16th May, 4 P.M.
THIENTSIN ... "KUEICHO" ... On 16th May, Noon.
HAIPHONG ... "KAIFONG" ... On 18th May, 10 A.M.
SHANGHAI ... "YINGCHOW" ... On 21st May, 11 P.M.
DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Ample Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN".

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANHUI", "CHENAN", "LUCHOW", "YINGCHOW", "SHANTUNG", and "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
Hongkong, 15th May, 1916. Telephone 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
(AND RETURN).

Occupying at 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING
"HAICHONG" ... Capt. J. W. Evans ... WED'DAY, 17th May, at 3 P.M.
"HAICHING" ... Capt. W. C. Passmore ... FRIDAY, 19th May, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th May, 1916.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIPALA", 5,300 tons, Captain J. H. Gagey, will be despatched to SHANGHAI, MOJI and KOBE on 25th May.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 13th May, 1916.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, & C.

Steamers	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to COLOMBO	Mon. Friday	Str. from COLOMBO	1916	1916
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHYBER	July 17	July 24
NYANZA	June 30	Through Steamer	July 31	Aug. 7
NELLORE	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	Through Steamer	Aug. 28	Sept. 4
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NYANZA	TUESDAY, 30th May.
NAGOYA	THURSDAY, 3rd June.
NELLORE	THURSDAY, 17th June.
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.
† Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO

AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

Steamers	Leave Hongkong	Leave From	Due at MARSEILLES	Due at LONDON
	about	about	about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PABE,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KAGA MARU Capt. Tazawa	13,500	THURSDAY, 25th May, at No. n
	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kusano	13,400	TUESDAY, 16th May, at 4 P.M.
	YOKOHAMA MARU Capt. Shincho	12,300	WEDD'AY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 4 P.M.
	TANGO MARU Capt. Nozaki	12,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	TENSHIN MARU Capt. Tanaka	8,000	SATURDAY, 27th May.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	RANGOON MARU Capt. Hori	8,000	MONDAY, 22nd May.
KOBE and YOKOHAMA	CEYLON MARU Capt. Higo	10,000	MONDAY, 15th May.
MOJI and KOBE	YETOROFU MARU Capt. K. Ogura	8,800	SATURDAY, 20th May.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Tanaka	9,600	MONDAY, 12th June, at 10 A.M.
SHANGHAI and KOBE	KATORI MARU Capt. B. Kon	21,000	WEDD'AY, 17th May, at 5 P.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single Yen 430
" " Return " 975	" " Return " 650
To London via New York	2nd S.D. 250.00
To Victoria, Vancouver, Seattle, Montreal	1st Return 250.
To Sydney, 1st Single 240	To Melbourne, 1st Single 241
1st Return 272	1st Return 271.6
To Yokohama, 1st Return 150.	To Kobe, 1st Return 112.
2nd " 90.	2nd " 65

ROUND-THE-WORLD, Tour No. 1-21128. Tour No. 2-21117.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER

Telephone Nos. 392 and 194.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
SEIYO MARU	14,000 — 14 knots	TUES., 16th May Noon.
NIPPON MARU	11,000 — 15 knots	TUES., 16th May 10.30 A.M.
SHINYO MARU	22,000—21 knots	WED., 31st May Noon.
DAIREN MARU	9,000 — 12 knots	SATUR., 3rd June Noon.
JINYO MARU	8,000 — 12 knots	MON., 26th June Noon.
PERSIA MARU	9,000 — 14 knots	TUES., 4th July 10.30 A.M.
KWANTO MARU	8,000 — 12 knots	SATUR., 8th July Noon.
KIYO MARU	17,000 — 14 knots	TUES., 11th July Noon.
TENYO MARU	22,000—21 knots	TUES., 18th July Noon.

† Via MANILA, Omittting Shanghai. ‡ Proceeding to South American Ports. * Cargo only.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, AERICA, IQUIQUE and VALPARAISO.

TRANS-ANDREAN ROUTE TO BUENOS AIRES.

SEIYO MARU ... 14,000 — 14 knots ... TUESDAY, 16th May.

For Full Particulars as to Passage and Freight, apply to—

E. DOI, Acting Agent,
King's Building, 1213

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND YOKOHAMA ... ANDRE LEBON ... On or about 17th May.

YOKOHAMA ... H O M E W A R D

MARSEILLES via SAIGON ... FORTHOS ... On or about 22nd May.

and PORTS ... (Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING,

TELEPHONE 740

O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

* "CANADA MARU" ... T. Sams ... FRIDAY, 26th May, at 3 P.M.

† "TACOMA MARU" ... T. Hamada ... MONDAY, 12th June, at 5 P.M.

† Omittting Shanghai and Nagasaki. * Omittting Manila and Nagasaki.

BOMBAY LINE.

FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM,

P. NANG AND COLOMBO.

"LUZON MARU" ... SATURDAY, 3rd June, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO,

VIA SWATOW AND AMOY.

* "KAJO MARU" ... SUNDAY, 14th May, at Noon.

* "AMAKUSA MARU" ... SUNDAY, 21st May, at Noon.

* "SOBBU MARU" ... WED'DAY, 24th May, at 9 A.M.

† Proceeding to Anping and Takao.

† Proceeding to Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,

No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	16th June	On 2nd June, 11 A.M.
EMIR		On 1st July, 11 A.M.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS

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